

The Hongkong Telegraph.

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九月廿八日

THURSDAY, OCTOBER 22, 1908.

四拜禮

九月廿二日

\$30 PER ANNUM.

SINGLE COPY, 10 CENTS.

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HONGKONG AND SHANGHAI BANKING CORPORATION.

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RESERVE FUNDS
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Silver \$14,000,000
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For 3 months, 2½ per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 15th October, 1908. [24]

HONGKONG SAVINGS BANK.

THE Business of the above bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th January, 1908. [28]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222
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ABOUT MEX \$7,222,222

HEAD OFFICE:

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NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

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THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2½ per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4 per cent. per annum.

6 " " 4 " "

3 " " 3 " "

2 " " 2 " "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,

Manager.

Hongkong, 8th April, 1908. [25]

NEEDERLANDSche HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (L3,750,000).
RESERVE FUND FL 5,752,884.84
(about £479,407).

Head Office — AMSTERDAM.

Head Agency — BATAVIA.

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LONDON BANKERS:

THE UNION OF LONDON AND SMITHS,

BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and corresponds in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2½ per annum on daily balances.

Fixed Deposits 12 months 4½ per annum.

Do 6 do. 4½ do.

Do 3 do. 3½ do.

J. L. VAN HOUTEN,

Agent.

Hongkong, 16th July, 1908. [26]

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

PAID-UP CAPITAL Yen 24,000,000
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Head Office — YOKOHAMA.

Branches and Agents:

TOKIO, CHIEFOO, TIENSIN, PEKIN, NEWchwang.

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BOMBAY, MUKDEN.

HONGKONG, TIE-LING.

HANKOW, CHANG-CHUN.

TAKAO TAKAMICHI,

Manager.

Hongkong, 13th September, 1908. [23]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE — LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,1535,000

RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.

6 " 6 " 4 " "

3 " 3 " 3 " "

JOHN ARMSTRONG,

Manager.

Hongkong, 13th May, 1908. [29]

DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL Sh. TALES 7,500,000

HEAD OFFICE — SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

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Frankfurt Jacob S. H. Stern

3. a.m.

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DEUTSCHE BANK (BERLIN), LONDON AGENCY,

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be obtained on application. Every description of Banking and Exchange business transacted.

A. KOEHN,

Manager.

Hongkong, 4th December, 1907. [30]

THE SAVOY,

13, Queen's Road Central.

FIRST CLASS GOODS:

New Regal Shoes and Monarch

Shirts.

Outfitters.

W. B. Corsets.

Ladies' Shoes.

Embroidered Linen and Satin

Drawn Work, &c.

Hongkong, 2nd July, 1908. [633]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	DELHI	About 30th Oct.	Freight and Passage.
LONDON, &c., via usual Ports	ASIA, ASIA, &c.	31st Oct. Noon	5m. S. S. Advertisements.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID	SUMATRA	4th Nov.	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CAPTAIN, CAPTAIN, &c.	31st Nov.	Freight and Passage.

For Further Particulars, apply to

E. A. HEWITT,
Superintendent.

Hongkong, 19th October, 1908. [7]

Intimations.

LANE, CRAWFORD & CO.

AGENTS FOR

AQUASCUTUM RAINCOATS.

THE ACME OF
SMARTNESS, COMFORT
& DURABILITY.

\$45.00 each.

OTHER MAKES

From \$25.00 each.

LANE, CRAWFORD & CO. [138]

V

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE, "KLEIST", and YOKOHAMA	Capt. Rud. Meyer	FRIDAY, 6 A.M., 23rd October.
MANILA, YAP., NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND", Capt. D. Lenz	THURSDAY, 5 P.M., 5th November.

For further particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 22nd October, 1908. [13]

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, TOURANE	Lancelin	... 26th Oct., 1 P.M.	
MARSEILLES, VIA PORTS	Martin	... 27th Oct., at 1 P.M.	
SHANGHAI, KOBE, YOKOHAMA, ARMAND BEHIC	Guinnet	... 9th Nov., P.M.	
MARSEILLES, VIA PORTS	Broc	... 10th Nov., at 1 P.M.	

Transhipment on the Co's Steamers at Singapore for Batavia and Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from Marseilles to London. Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,
ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 13th October, 1908. [14]

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP CO.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALLICE, MARSEILLES, GENOA, NAPLES, COLOMBO, VIA SUEZ, SINGAPORE, HONGKONG, CHIN-WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.

GENOA to HONGKONG in 30 DAYS.

NAPLES

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed and Safety and Comfort.

Transpacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO. Connecting with the Canadian Pacific Railway.

FREIGHT to OVERLAND

PASSENGERS TO OVERLAND and EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER, 15 DAYS.

LONDON and PARIS 26.

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALLICE, LIVERPOOL, VIA MAGELLAN STRAITS.

Proposed Sailings:

1 CORSE 26th Nov. 1 AMIRAL MAGON 1st Jan., 1909.

1 New Twin Screw 16,000 Tons displacement, 1st class accommodation, splendidly equipped with single berth cabins.

* Intermediate class and rates of passage.

All round the world ticket by these boats, &c.

For further particulars, apply to

P. NALIN, FRENCH MAIL OFFICE

Hongkong, 21st October, 1908. [15]

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" will from Hongkong twice a week and complete the round trip in 4 days. These steamers have excellent Saloon accommodation, and are lighted throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to

BUTTERFIELD & SWINE,

AGENTS,

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 1st October, 1908. [16]

Intimation.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Length inside 614 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking, and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Two Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the Bay. The floating derrick is capable of lifting 25 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 876, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Soets, A. I. and Watius.

Yokohama, May 23rd, 1905. [17]

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN

Steamer.	From	Expected on or about	Will leave for	On or about
TIJIPANAS	JAPAN	Second half Oct.	JAVA	Second half Oct.
TIKINI	JAVA	Second half Oct.	JAPAN	Second half Oct.
TIJLATJAP	JAVA	Oct.	GUANGTUAU	Second half Oct.
TIJMAH	JAVA	First half Nov.	SHANGHAI	First half Nov.
TIJIWONG	JAPAN	First half Nov.	JAVA	First half Nov.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 379.

YORK BUILDINGS, 1st floor,

Hongkong, 14th October, 1908. [18]

MESSAGERIES CANTONAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU", 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN", 1,900 tons, 14 knots

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wloq. Lok Street and its berth in Canton opposite Shamoon.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoon, Canton, or to their Agents

BARRETO & CO., Hongkong.

Hongkong, 9th October, 1908. [19]

Hotel.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single

Rooms, Private Baths, Modern Sanitary Fitings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,

MANAGER.

Hongkong, 16th July, 1908. [20]

Intimation.

Intimations.

DR. W. R. LAMB,
AMERICAN OCULIST AND OPTICIAN.KING EDWARD HOTEL ANNEXE NO. 21,
UNTIL OCTOBER 25TH, INCLUSIVE.

HAS the pleasure of announcing to the Citizens of Hongkong that he will extend his stay here until the 25th inst., as the time just announced has not been sufficient to attend to all who wish to consult him.

Dr. LAMB has a specialty of Examining and Refracting the Eyes and Fitting Glasses, and he has all the modern instruments and apparatus, including the Javal Ophthalmometer and Electric Ophthalmoscope for examining and refracting the eyes in the most thorough and perfect manner, and according to the latest and most approved methods as employed in the Metropolitan Hospitals, by the best oculists abroad, and the largest supply and greatest variety of all kinds and styles of lenses and mountings of the best quality ever brought to this Colony, including over three thousand different sphero-cylindrical and prismatic lenses made specially to order for the correction of astigmatism and other Ocular troubles which the ordinary spherical lenses commonly used will not correct. The great majority—four fifths at least of those in need of glasses, require special lenses of this kind, which always make to order and are absolutely necessary for the perfect correction of defective vision and the permanent maintenance of perfect sight.

Those who are troubled with weak or defective vision, who suffer from eyeache, headaches in the orbital region, inflammation of the eyes lids or weakness of the ocular muscles, or any of the numerous conditions due to eye strain and necessitating the use of glasses—and most of these troubles are permanently cured by accurate refraction and properly adjusted glasses—should avail themselves of the exceptional opportunity of having their eyes thoroughly and scientifically examined and refracted and obtaining glasses of the right kind, as this opportunity for completeness of apparatus and supply of lenses, thoroughness of examination, perfection of refraction which brings the vision up to the highest possible standard, and perfectly satisfactory result, is equal in every respect to the best obtainable anywhere abroad, as those who consult him are willing to attest.

Dr. LAMB is a specialist in optics as well as in medicine and has made the Eyes a specialty for over 20 years so that all glasses supplied to his patients are warranted to be correct and having thousands of references and testimonials from influential citizens of other British Colonies which he has visited professionally he can assure those in need of his services the most thorough, reliable and satisfactory professional work. Charges Reasonable. Consultation Free.

HOURS: 9 a.m. to 12 a.m. 2 to 5 p.m.

Hongkong, 17th October, 1908. [21]

[19]

HONGKONG ST. ANDREW'S SOCIETY.

ST. ANDREW'S BALL, 30.11.08.

AND THREE PRACTICE DANCES.

SCOTSMEN desiring to subscribe to the above are requested to forward their names to the undersigned.

DAVID WOOD,

Hon. Secretary.

Hongkong, 3rd October, 1908. [22]

[22]

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS CO.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE)

FRENCH STORE

(late A. Chazalon & Co.)

6, QUEENS ROAD CENTRAL.

HAVE just received a Fresh Assortment of AMERICAN GOODS comprising the following:

SALT HERRINGS, MACKERELS,

SALMON BELLYES, CADFISH

BLOCKS, SPICED NORWEGIAN

ANCHOVIES, SARDELLES,

CANNED FRUITS, ASPARAGUS,

&c., &c., &c.

Hongkong, 22nd August, 1908. [23]

[23]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes.

Information.

Powell's ALEXANDRA BUILDINGS.

CHILDREN'S OUT-FITTERS.

Everything
for
Children's
Wear.

Dainty
Frocks
and
Millinery.



Serviceable
Tunics,
Jersey
and
Sailor Suits.

Up-to-date

GOODS
at

Moderate Prices.

POWELL'S
ALEXANDRA
BUILDINGS.

Hongkong, 20th October, 1908.

CHINA AND HER FOREIGN RELATIONS.

OUTSTANDING QUESTIONS.

DR. MORRISON'S VIEWS.

The Peking correspondent of the *Times* under date Augt 27th sends a remarkable letter to the London Journal, from which we make the following extracts:

For some time past observers have been able to record a sensible improvement in the conduct of the foreign affairs of China. The improvement dates from the acceptance by the Viceroy Yuan Shikai of a seat in the Ministry of Foreign Affairs, and from the promotion of Liang Tung-yan, a graduate of Yale, to a Vice-Presidency of the Ministry. The Viceroy brought with him the requisite strength of character, prestige, and influence among his contemporaries, while Liang Tung-yan has supported the Viceroy with a knowledge, rarely equalled among his countrymen, of Chinese and English. The result has been excellent. Complaints are now rarely heard of unanswerable dispatches, or of exasperating evasion and trickery. China is at present as free from international complications as most other Powers, a result the more striking when one remembers that only eight years ago her Metropolitan Province was in the throes of armed conflict with all the world.

RUSSIA.

Speaking broadly, one may say that China has no foreign question on her hands of any magnitude, though she has questions of some importance with Japan, Russia, France, and Portugal, and of lesser importance with the other Powers. Russian activity is dormant pending the arrival of M. Korotovetz the new Russian Minister, who succeeds the lamented Pokotiloff. Under his guidance there is no reason to doubt that Russia and China will resume their traditional friendship. Coterminous with China throughout such an immense distance, Russia must always bulk in the counsels in Peking as one of the greatest Powers. At present it is only in North Manchuria that her interests clash with those of China. In what are called the "Railway Settlements" at Harbin and other points along the Russian Manchurian Railway, large tracts of territory have been purchased by the Russian Railway Company; and according to Article VI. of the Railway Contract of the 8th September, 1896, "La Société aura le droit absolu et exclusif de l'administration de ces terrains." Under this clause the railway claims and exercises full jurisdiction and administrative authority. Foreigners, as well as Russian and Chinese subjects, who may acquire the right to reside, hold property, and carry on business, within the precincts of the territory of the railway, must sign an agreement attested by their Consuls that they will (a) obey all police, building, sanitary, and trade regulations in force or subsequently to be promulgated; (b) pay all taxes and dues imposed at the will of the administration or municipality; (c) forfeit or abandon all right to have recourse, legal or national, to any redress or compensation in the event of the administration decreeing the forfeiture of his lease, the suspension or closure of his business, and the demolition, at his expense, of any buildings created by him, for non-compliance with the lease or tenancy under the railway with any regulation.

JAPAN.

As Russia claims and exercises these rights in the North, so Japan claims and exercises similar rights in the South, where she has become heir to all rights and privileges secured by Russia under her original railway agreements. In the exercise of these rights Japan forbids the Imperial railways of North China from entering the Chinese city Mukden, and interdicts the Chinese railway from crossing the Japanese railway. At Kwantung, Tschiliang, Mukden, Liao-ning, and other large cities of Manchuria past which her South Manchurian railway runs, Japan claims and exercises full authority within the railway territory, treating it as simply an extension of the leased territory of Dalny and Port Arthur. She has occupied large areas wherein she so only exercises administrative rights, but claims jurisdiction over the subjects of all nations. Among other regulations promulgated by the Japanese Railway under "Company Order 14" for the government of these territories is one establishing the right of domiciliary search and distraintment. Small wonder that the New-chwang Chamber of Commerce is alarmed at such a strange interpretation of the "Complete Evacuation of Manchuria" which leaves Manchuria intersected throughout its greatest length by a strip of alien territory barring the commercial expansion of the sovereign power.

Japan has many outstanding problems with China. Her policy since the war has not tended to inspire confidence. Negotiations for a settlement of questions in dispute are suspended pending the arrival of the new governor of Macao, Lieutenant-Colonel J. A. Rocadas, when delegates appointed by him and by the Legation in Peking will meet the representatives of the Viceroy of Canton and proceed to the delimitation.

THE YUNNAN FRONTIER.

As is the question of posts and telegraphs. Foreigners are specially interested in the post master, because the disgraceful service of the Japanese Post Office, the delay and disappearance of letters entrusted to it, is a daily bitterness. The British Postal authorities fail to realize what we suffer from the deficiencies of the Japanese Post Office in Manchuria. Then there is the question of the Japanese occupation of buildings in Mukden and other cities evacuated by our allies; of the bridge across the Yalu at Antung, and other things. Above all is the veto upon Chinese railway construction north of Heiamoutou.

In China itself there is the important question of the right of residence in the interior away from the treaty ports of such large numbers of Japanese, the frequent abuse of passport, the religious question and the propagation of Reformed Buddhism. Then there is a question that is bound to become of increasing importance—namely, the registration in Fukien Province, abroad of the Japanese possession of Formosa, of Chinese as Japanese subjects, on the ground that they or their ancestors were natives of the Island of Formosa. The difficulty is similar to one that formerly caused friction Siám, where France used to register as French subjects, not only the natives, but the descendants of the "ancient habitants" of the territory east of the Mekong, which in 1891 had passed into her possession.

Of trade questions with Japan, the most important for foreigners in China is the infringement of trade-marks, the forgery of foreign bank-notes, and the importation into China of Japanese imitations of Chinese provincial notes. Fortunately, since the publication in the *Financial and Commercial Supplement* of the 7th of April 10th of extracts from Sir Claude MacDonald's important dispatch of January 18th, wherein the Ambassador declared that in a half-hour's walk in Tokyo he had ten to twenty imitated British trade-marks, much attention has been given to the matter and there are signs of an awakening of conscience. Imitation by Chinese of British trade-marks is not serious, but the importation on a large scale in China of Japanese imitations of British trade-marks is very serious indeed, and requires quite as trenchant criticism as the traffic has received at the hands of the chairman of the China Association and other authorities.

THE "TATSU-MARU."

Such are briefly the main questions that China has to arrange with Japan, the "Great Eastern Nation." Next in order comes the dispute with the "Great Western Nation," as Portugal is termed, over the delimitation of the boundaries of Macao. The case is one of considerable interest. It has assumed its present importance since the seizure of the Japanese steamer *Tatsu-maru* when running arms into Macao. China was compelled to make adequate reparation and apology for the affront to the Japanese flag. But, apart from this there was the controversy whether the vessel was seized in the territorial waters of China, as China declared, or of Portugal, as was contended by the Portuguese.

By the Protocol of Lisbon signed on March 26th, 1887, China confirmed the "perpetual occupation and government of Macao and its dependencies by Portuguese possession." The Protocol was signed on behalf of China by Mr. J. D. Campbell, the representative of the Chinese Maritime Customs in London. It was signed in order to secure the adhesion of Macao to the Hongkong Opium Convention of September 11th, 1885. Later in the year the treaty arising from the Protocol was signed in Peking, but the Chinese refused to insert the words "and its dependencies." The treaty was signed on December 1st, 1887, with this omission. It stipulated that "Commissioners appointed by both Governments shall proceed to the delimitation of the boundaries which shall be determined by a special convention." Twenty years have passed, and the delimitation of the boundaries has never been proceeded with—that is now the difficulty.

There have been occasions since the *Tatsu-maru* incident when the dispute might have become complicated but for the friendly intervention of the British Legation. At present negotiations in Peking are suspended pending the arrival of the new governor of Macao, Lieutenant-Colonel J. A. Rocadas, when delegates appointed by him and by the Legation in Peking will meet the representatives of the Viceroy of Canton and proceed to the delimitation.

THE YUNNAN FRONTIER.

With France China has no question of any importance except that arising from the Yunnan frontier incident. The negotiations are following a normal course. China has paid the indemnity of 250,000 francs, and is engaged in inquiring into the culpability of the culprits. Her rep'g regarding more ample recognition of the rights of the two Anglo-French mining companies in Yunnan is not regarded as satisfactory, for it simply refers back to the original agreements, the evasion of which has been a chief ground of complaint. And the Viceroy has not yet been removed. Reports reaching Peking from foreigners in the Province, other than the French, of the actions of the Viceroy during the recent troubles in expelling the raid and preventing the extension of the movement into the interior. Moreover, he has done such admirable work in the suppression of opium that his removal will not be received with unmixed satisfaction.

No statement of claim for losses sustained by the Yunnan Railway owing to the suspension of work during the disturbance has yet been presented to China. In the meantime the Chinese are complaining that many Chinese are being arrested, in Indo-China and Interned as "Revolutionaries" who are really inoffensive people who have failed to pay the poll tax. There is wide divergence in the statements of fact presented by both sides, and it will be well if the present question leads to a reorganization of the conditions prevailing along the frontier. China has no Consul in Indo-China.

Other cases in Manchuria also await settlement. The *Talu Timber Agreement* is signed but certain differences regarding its application have still to be adjusted. The seizure of the *Tsusha* Colliery is also an unsettled grievance but is understood to hope that after the settle-

ment of the present misunderstanding Consul may be permitted.

Germany has no question with China. She has caused some stir by suddenly assuming the protectorate of Turkish official subjects in China, but of this you have been informed by cable. A Turkish official is in Peking at the present moment, the Sheikh Ali Riza Efendi.

Recently Germany reminded China of the mining rights secured to Germany along the railway now under construction from Tientsin through Shantung Province, to the River Yangtze, opposite Nanking. Along the Shantung section of the railway Germany can invoke the terms of the Kiao-chou agreement, and claim a monopoly of mining within a distance of ten miles on each side of the railway. At the present juncture the concession is of importance, because of the existence close to the railway near the southern border of the province of a valuable deposit of coal, from which supplies can be drawn for the railway.

AMERICAN FRIENDSHIP.

With America the relations of China are unusually cordial, and the reception accorded to the fleet at Amoy at the end of October will be on an unprecedented scale. There was at one time a belief that the visit of the fleet might in some way assist China in her negotiations with Japan, "giving her face" and magnifying her prestige, and no doubt many Chinese still hope for some vague and undefined assistance which America has never dreamed of tendering. Really the unexampled honour shown the fleet is an acknowledgment of the action of the President in relieving China of the payment of the unexpected balance of the excessive Boxer indemnity secured by the United States in the Protocol of 1901. The further acknowledgment of the President's action, the annual sending of Chinese students to America, is one of the wisest things China ever did. To Mr. Rockhill largely belongs the credit of a policy that, above all others, will make for solid friendship and will be of far-reaching importance throughout the Empire. To America also belongs the credit of originating the Opium Inquiry Commission, which will meet in Shanghai on January 1st. Her chief representative will be Bishop Brent, who was a member also of the Philippine Opium Commission. England will be represented, among others, by our commercial Attaché in China, Sir Alexander Horne, who will bring to the conference a knowledge of the subject that will not be surpassed by any other delegate.

To continue the survey. Of the minor Powers Belgium has the largest stake in China, but her interests are purely commercial. She is interested in the redemption of the Peking-Hankow Railway, a work mainly due to Belgian enterprise. She is also interested in the dispute regarding the Chinese Engineering and Mining Company, the bulk of the shares of the company being held in Belgium, the mining staff being exclusively Belgian, and most of the orders being placed in Belgium; whilst it is a Belgian, the Chevalier de Wouters, whose evidence, if it should ever be given at The Hague, will have material effect in assisting the Tribunal to understand the solidity of Chinese opposition.

This unfortunate dispute is of some standing, and has already appeared before the British law Courts. Added interest is given to it by the belief that China now desires to carry her case before the Judicial Tribunal of The Hague. It is a complicated case, for the transaction which is the subject of dispute was effected by a German, an American, and a Belgian, though it is England that has to bear the opprobrium, for the company is registered as a British company, and has two British military officers on the active list as its general managers, though they, of course, are in no way responsible for what occurred years before they joined the company. It is to be hoped that the dispute may be arranged without recourse to The Hague. The case while it continues blocks the way of other concessions. China constantly cites it as the reason why mining laws have been drafted so as to exclude foreign participation in mining enterprise in China.

RELATIONS WITH GREAT BRITAIN.

England has no serious question with China, though she has every reason to be dissatisfied with the hopeless confusion of Chinese currency, with the unsatisfactory condition of Chinese mining regulations, with the multiplication of like barriers, the arbitrary interference with inland trade, and disregard of transit passes. She has, in fact, many reasons to complain that so many provisions of the Mackay Treaty, devised for the improvement of commercial intercourse, remain a dead letter; and it is being a question whether some remonstrance should not be addressed to the Chinese Government to abolish canons and domestic slavery and reorganize the administration of justice. Extraction of guilt by torture is still universal throughout the Empire, though Article 12 of the Mackay Treaty is always there to remind the world that China having expressed a strong desire to reform her judicial system and bring it into accord with that of Western nations—Great Britain agrees to give every assistance to such reform.

Various concessions are the subject of negotiation with the Chinese, among others the Kiang-Pei Concession in Szechuan province, and the Anhui Mining Concession at Ta-tung near to Wu-hu. In the latter case, a considerable portion of the shares are held by Japanese. Participation was, in the first place, offered to the Chinese, who declined the offer just as they declined to participate in the South Manchurian Railway Company.

The blocking of goods traffic on the Shanghai-Nanking Railway, in the interests of competing boat traffic, affects China mainly, for she is responsible for the 5 per cent. interest on the capital and has herself to make good the deficiency. In the case of the Haung-chou Ningpo Railway England has treated China with consideration and benevolence that has met with little regard. Of minor questions, one of considerable interest has to do with the reading of the status of the diplomatic representative of India in Kashgar, where the

British agent, a most capable and trustworthy official, has long had to occupy a position of much inferiority to that of the Russian Consul-General, though our interests are of considerable importance.

Finally, we have good reason to be satisfied with the increasing authority of the British Legation, and the remarkable spread of the knowledge of English, leading to high national efficiency, as well as to a much easier intercourse with the people, official and otherwise. At the Wai-wu-pu beside the Minister Liang Tung-yan, there is a highly trained staff of English-speaking secretaries, and every Minister in Peking has now competent interpreters versed in foreign ways.

Public Company

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SEVENTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Offices of the Undersigned TO-MORROW, the 23rd inst., at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 23rd instant, 1908, both days inclusive.

JARDINE, MATHEWS & CO., LTD., General Agents.

Hongkong, 22nd October, 1908. (1886)

Auction.

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MESSRS. HUGHES & ROUGH have received instructions to sell by PUBLIC AUCTION:

on WEDNESDAY,

the 28th day of October, 1908, at 3 o'clock in the afternoon, at their Sales Rooms, No. 8, Des Vaux Road Central, (corner of Ice House Street),

THE FOLLOWING VERY VALUABLE LEASEHOLD PROPERTY,

situate at Victoria in the Colony of Hongkong, viz.:

ALL THOSE TWO PIECES OR PARCELS OF GROUND situate at Victoria aforesaid and registered in the Land Office respectively as MARINE LOT No. 264 and MARINE LOT NO. 265 together with the messuages thereon known as Nos. 22, 23, 24, 25 Praya, Kennedy Town,

Annual Crown rent payable in respect of MARINE LOT No. 264—\$12,00, and in respect of MARINE LOT No. 265—\$20,00. Area, MARINE LOT No. 264—16,350 Square Feet, MARINE LOT No. 265—18,800 Square Feet or thereabouts.

Each of the above Lots is held for the unpaid residue of the term of 990 years commencing on the 24th day of June, 1887.

For further particulars and conditions of sale, apply to—

JOHNSON, STOKES & MASTER, Solicitors for the Mortgagees,

or to

Messrs. HUGHES & ROUGH, Government Auctioneers, Hongkong, 13th October, 1908. (1912)

THE IMPERIAL-COLONIAL CLUB.

THE above Club is formed chiefly for COLOONIAL and OVER-SEAS MEMBERS; it is situated at No. 84, Piccadilly (the centre of Clubland), opposite the Green Park.

The Club has a Bridge Section, Reception, Dining, Billiard Room, Smoking Lounge, Reading Room and Library.

Ladies are eligible as Members.

Entrance Fee, Five Guineas, Annual Subscription, Five Guineas.

Further particulars from

THE ORGANISING SECRETARY,

84, Piccadilly, W.

London, 19th August, 1908. (1909)

LOST.

SIC REWARD.

1 GOLD TIE PIN SET with 3 PEARLS.

W. S. BROWN,

H.K. & K. Wharf & Godown Co. Ltd.

Hongkong, 20th October, 1908. (1912)

HONGKONG GYMKHANA CLUB AND HONGKONG VOLUNTEER TROOP.

A GYMKHANA will be held on the POLO GROUND on SATURDAY, 24th October, 1908, when the above Club and The Hongkong Volunteer Troop will be at Home to their friends.

The Ladies of Hongkong are cordially invited.

REGINALD F. C. MASTER,

Hon. Sec. and Treasurer.

Hongkong, 19th October, 1908. (1912)

Intimations.

Intimations.

Suicide at Fen.

SECOND ENGINEER'S DEATH.

SHOOTS HIMSELF THROUGH THE HEAD.

Shipping men trading up and down the coast will learn with some regret of the death of Mr. David Mason Dickie, second engineer of Messrs. Jardine, Matheson and Company's Comptoir, drapers, of D'Aguilar Street, sued Miss M. Hayes, residing at 12, Wyndham Street, to recover the sum of \$174 for goods sold and delivered.

The claim alleged the supply of "slippers" to the defendant, which was denied. There was little or no interest manifested in this, but when talk of "gifts" was introduced and the plaintiff's character questioned, the mish began.

The plaintiffs were represented by Mr. C. F. Dixon, of Messrs. Hastings and Hastings, Mr. G. E. Morrell, of Messrs. Goldring, Baillou and Morrell, was instructed by the defendant.

When the case opened, Mr. Morrell took objection to the way the writ was served. He said that as the plaintiff's firm was owned by one man he could not sue in the firm's name, but only in his own, and he asked that the case be dismissed with costs.

Mr. Dixon submitted that he did not make out the writ himself. It was issued by his client, to whom some allowance should be made, as he did not know the technicalities. Mr. Morrell did not think his friend was in any way embarrassed, and he asked for permission to amend the writ.

Mr. Morrell objected.

Mr. Dixon said that his Lordship had power to give leave for amendment, as the defendant was in no way embarrassed.

The Court—Were you embarrassed in any way?

Mr. Morrell—I don't think that comes into the question.

The Court—I think I will give permission to amend.

Mr. Morrell—with a penalty?

Mr. Dixon—Absurd. My friend took the step. He was in Court last Friday and he made no objection.

The Court—You brought him here as defendant.

Eventually his Lordship gave his consent to have the writ amended.

Mr. Dixon then opened the case for the plaintiff. He said that goods had been supplied to the order of the defendant. Sometimes she ordered the goods by letter; sometimes she called herself. Some days ago the bill was sent to her. She interviewed the plaintiff and said she could not pay the bill as she was "hard up."

At this stage Mr. Morrell submitted his case. He said that the goods were gifts to the defendant, made by the plaintiff.

Plaintiff was called to the box to prove the claim, after which Mr. Morrell took him in hand.

Is your business a prosperous one? he asked. That's my business. It has nothing to do with you, replied plaintiff.

Answer the question. Is it a prosperous one?—Yes.

Where were you born?—I can't answer that question.

Were you born in India?—I don't know.

Where were you brought up?—I don't know.

Where did you live when you were a boy?—I can't say.

Mr. Morrell appealed to the Court, who called upon plaintiff to reply.

Where were you brought up?—In Bombay.

Is your father alive?—Yes.

Why did you come to Hongkong?—My own wish.

Answer the question. I came of my own wish.

I will tell you why. Your brother kicked you because you were a waster, is that not so?—No.

Mr. Dixon objected to the question, which he said, was entirely unconnected with the case.

Mr. Morrell submitted that he was going to prove that the plaintiff's story could not be believed, and that was the reason why he wanted his character.

Mr. Dixon said his friend was not entitled to attack the character of his client. The plaintiff could stand more mud-throwing than the defendant, in which direction it would stick.

Mr. Morrell (continuing)—You still deny that you were turned out by your brother in Bombay?—Yes.

When you came here what did you do?—I went to live with a friend of mine.

What did you do for a living?—My father sent me here to my friends.

So it was your father who kicked you?—No.

What did you do for a living?—Got it from my friends.

Now didn't you go as a clerk to O. C. Moore and Company at \$10 a month?—Not as a clerk.

Was not your pay \$10?—I had no pay. I drew what I liked.

And you overdraw your wages and a writ was issued against you?—Yes.

How did you settle the matter?—Who lent you the money?—I paid it myself; nobody lent me any.

Where did you get the money to start in business?—That, I can't tell you.

Question repeated.—No answer.

The Judge appealed to.

Mr. Morrell—I want to show that the plaintiff is on his last legs; on the verge of bankruptcy and he wants money to pay his expenses.

The Plaintiff (angrily)—If you want me to buy your firm I can do so.

Mr. Morrell—That's not the question. Where did you get the money?—From an English firm.

From Moore & Revere?—No.

You spend the great part of your time in disorderly houses here, do you not?—I do occasionally.

Do you go there very often?—No, I don't.

Do you allege that you sold all the goods on this bill to my client?—Yes.

"Mud-Throwing."

INDIAN'S CHARACTER DISCUSSED.

EUROPEAN WOMAN SUED FOR ALLEGED DEBT.

Considerable interest and no little amusement was aroused in the Supreme Court this afternoon, when Messrs. S. E. Alana and Company, drapers, of D'Aguilar Street, sued Miss M. Hayes, residing at 12, Wyndham Street, to recover the sum of \$174 for goods sold and delivered.

The claim alleged the supply of "slippers" to the defendant, which was denied. There was little or no interest manifested in this, but when talk of "gifts" was introduced and the plaintiff's character questioned, the mish began.

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Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

INTERPORT CRICKET.

SHANGHAI WON BY TEN WICKETS.

HONGKONG'S COLLAPSE.

49 RUNS FOR SIX WICKETS.

[From Our Own Correspondent.]

Shanghai, 21st October, 6 p.m.

Hongkong's first innings was somewhat discouraging to the visitors after the Home team had scored 228 runs.

When stumps were drawn at the conclusion of the day's play, the scores stood as follows:

W. C. D. Turner, c Lanning, b Rasmussen

W. C. D. Turner, c Lanning, b Rasm

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

BRITISH SUSPICIONS.

THE DALAI LAMA.

[By courtesy of the "Sheung Po."]

Peking, 21st October.

The British Minister in Peking has requested the Imperial Government to be on the qui vive lest the Dalai Lama should enter into embarrassing agreements with other Powers.

LEGATION GUARDS.

PARTIAL WITHDRAWAL BY AMERICA AND JAPAN.

[By courtesy of the "Sheung Po."]

Peking, 21st October.

Both the American and Japanese Ministers have agreed to withdraw half their respective Legation Guards in the first moon of the new Chinese Year.

CONSTITUTIONAL GOVERNMENT.

PROCLAMATION THROUGHOUT THE EMPIRE.

[By courtesy of the "Sheung Po."]

Peking, 21st October.

After the Empress Dowager's birthday, proclamations respecting the granting of constitutional government will be posted up throughout the Empire.

[Reuters.]

The French Navy.

London, 20th October.

The French Chamber has, by 568 votes to 1, passed a resolution deplored the negligence which has caused the mishaps in the navy, in consequence of which the Minister of Marine has resigned his portfolio.

The Chamber passed a vote of confidence in the Government.

Ministerial Appointment.

Mr. T. McKinnon Wood has been appointed parliamentary Under-Secretary for Foreign Affairs.

Later.

The European Situation.

The Emperor, in opening the Prussian Diet, said that events in the Near East, although politically interesting to Germany, were less so to her than to other Powers, from whom they would demand serious notice.

Germany was faithfully co-operating with her allies in the work for a peaceful and equitable solution of the questions pending.

Two "Young Turks," who are at present in Sofia, are endeavouring to pave the way for an agreement on pending questions, notably in regard to the Rumelian tribute, which Bulgaria refuses to pay henceforward.

Austria and Turkey are also negotiating directly, and it is not improbable that the conference, if it meets, will be mainly occupied in registering such international agreement.

CAMPING ON AN ISLAND.

A SHIPWRECKED CREW.

AMERICAN LADIES' FLIGHT.

Sydney, September 19.

The steamer *Aeon*, which went ashore on Christmas Island on July 18, while bound from San Francisco to Sydney, is reported by the five men of the crew who have reached Fanning Island, the mid-Pacific cable station, to be a total wreck.

They say that all the crew and passengers, who include the wives of several American naval officers, are safe and well.

They are camping out on Christmas Island, and have ample food and water from the ship's supplies. A bough has been built for the ladies.—Reuters.

[There are three Christmas Islands. The one referred to in the Pacific Ocean—lat. 8° E., point 1° 41' N., long. 137° 30' W. It was discovered by Cook on December 24, 1770, and is about 60 miles in circuit. It belongs to the United States.]

CHINESE CREW REFUSE TO WORK.

Victoria (B.C.).

Further information which has come to hand regarding the wreck of the *Aeon* in mid-Pacific shows that the survivors living on Christmas Island number sixteen.

All the boats except two were smashed to pieces on the reef. It took a month to remove the cargo and prepare a boat for the voyage to Fanning Island.

The Chinese crew refused to work owing to the abysmal ratios. Old wrecks and graves were found on Christmas Island.—Reuters.

THE RULE OF THE ROAD.

CHARRY-TRAM COLLISION.

The necessity for some attention to the question of the rule of the road in Hongkong is rendered apparent by the number of accidents which occur with vehicles using the roads and in which a tram is generally involved.

When the tram commenced running collisions with rickshaws were of frequent occurrence, but as the car drivers acquired experience and the rickshaw pullers came to realize that more rigid observance of the rule of the road was rendered necessary, if accidents were to be avoided, the number of these has diminished very considerably.

It is not an uncommon sight, however, to see some of the cumbersome trucks at present in use in the streets of the Colony being navigated wearily along the tramway track, and when the approach of a car is impressed by the incessant clanging of the warning gong, upon the unwilling ears of the coolies, the truck is drawn to one side.

On leaving the concrete surface of the roadway the coolies find that they can no longer biode the load with ease and every effort is strained to regain the tram track and continue their journey until another interruption of a similar kind takes place.

It often occurs, however, that when the truck is drawn to one side, a portion of the enormous load falls into the street, a wheel breaks under the strain or the truck gets stuck fast in the roadway, and an obstruction to tram traffic results.

It is not often that such occurrences involve horse-drawn vehicles, as they do not exist in any large numbers in the Colony; they move at a speed more nearly that of a tramcar and are generally under fairly efficient control.

Last evening, however, a charry (No. 4) was proceeding along the Praya Euston on the south side of the road. When nearly opposite the French Convent car No. 19 approached, travelling towards East Point on the north tram track. So far as can be ascertained the pony suddenly took fright and ran into the tram which was immediately brought to a standstill, but not before the pony had fallen, the front of the car overhanging it as it lay. After some difficulty Sergeant Fox, who was assisted by others, managed to get the animal to its feet again.

There were no casualties and the damage appears to have been confined to scratched paint work on the panel of the car and a "lightning arrester" removed from its fixing below the car presumably from a kick of the pony. The shaft of the charry was destroyed and the harness ripped. Fortunately, there were no passengers in the charry and in view of possible danger under such circumstances it would be well if it were made obligatory upon carriage owners to carry an attendant to take the pony's head at times of possible danger.

After all it must be admitted that the car drivers are as a body an exceptionally efficient staff of men, and the ordinary traveller must have often observed how exceedingly trying their duties are rendered by the careless, not only of coolies in charge of other wheeled vehicles, but also the apparent stupidity of native pedestrians.

The path of a car is restricted by the rails upon which it runs and it is provided for passenger traffic which invariably should receive preference. The comparative inactivity from accidents of a serious moment which the company enjoys is a matter for congratulation not only to the company itself but to the community which it serves with marked efficiency.

THE "HONG MOH" RELEASED.

CAPTAIN BAINBRIDGE ACQUITTED ON CHANDU CHARGE.

The *Strait Times* of 15th inst. says:—Mr. J. S. W. Arthur, the Fourth Magistrate, concluded, yesterday afternoon, the case against Captain Bainbridge, of the local steamer *Hong Moh*, who was charged with being master of a ship used for the importation of chandu.

Mr. F. M. Elliot, who appeared for the Captain, said that the Government Analyst had found that the chandu weighed 9.49 tahls and the dress 3.33 tahls, making a total of 98.42 tahls.

Mr. G. S. Carver, for the Opium Farm, held that the Captain was none the less liable. The fact that the chandu found did not equal 102 tahls, which he now admitted, did not clear the accused. The Ordinance merely said that the discovery of too tahls was to be held as prima facie evidence of its importation. When less than 102 tahls was discovered, it was merely necessary for sufficient proof of the importation to be given in evidence.

Mr. Elliot contended that when the total was less than 102 tahls, the onus rested upon the prosecution to prove that there was complicity on the part of the Captain or crew. This had not been proved.

Mr. Carver was quite prepared to admit that there had been no complicity on the part of the Captain.

The Magistrate acquitted the Captain, and ordered the immediate release of the steamer that she might sail that evening.

The German Emperor has conferred upon Mr. C. Stephanus, of the firm of Buchmeister and Co., the fourth class of the Order of the Red Eagle, in acknowledgment of the great services which Mr. Stephanus has rendered to German interests in Shanghai during recent years. Mr. Stephanus has been for some years president of the German Club Concordia, the new premises of which were built during his term of office. He was one of the founders of the Deutscher Konzert Verein and has been chairman of its committee ever since, except during one year spent on furlough in Europe.

For many years also Mr. Stephanus has belonged, and still belongs, to the committee of the German Church, German Association, German A. D. C., etc.; in fact his name is connected with nearly every undertaking of our German fellow-residents in Shanghai. The decoration is, therefore, heartily welcomed by all the German community which finds itself included in the honour conferred upon Mr. Stephanus.—*W. G. D. News*.

SHOCKING SUICIDE AT SHANGHAI

PATIENT'S LEAP FROM HOSPITAL VERANDAH.

A shocking case of suicide occurred at the General Hospital shortly after daylight this morning, reports the *Shanghai Mercury* of 17th inst., one of the patients, while in a state of temporary insanity, throwing himself from the third floor verandah to the basement below—a distance of between 50 and 60 feet—thus meeting almost instantaneous death. The details of the sad occurrence are exceedingly painful to relate. The unfortunate victim is Cecil Scott Napier, a young Englishman employed in the Indoost Staff of the H. M. Customs.

He was about thirty years of age and was admitted to the hospital about ten or twelve days ago, suffering from dysentery, having come from his post at Wenchow for treatment.

With careful attention, however, he had

partially recovered from the dysentery, when he was attacked with fever. For the past few days he had been very restless, and yesterday he handed his keys, etc., to Dr. Gangroje, and at the same time it is believed something was said about his will. Last night he spent in an unusually restless manner and the sister had to watch over him nearly the whole time. He

made many rambling statements, one of which was to the effect that the sister would not see him alive again after 5 o'clock this morning.

Thinking the deceased was in a state of delirium she paid little or no attention to his

remarks.

At about half-past six, however, in the temporary absence of the sister, the deceased left his room (number eighteen), which is situated at the west corner on the third floor, and went out to the verandah, where he was seen by a patient named Weitman to mount a long cane chair and lean over the verandah railing which is between three and four feet high.

Before any alarm could be given, the unfortunate man had toppled over and fell head first to the ground below. The falling was witnessed by a boy from the wash-house and the alarm was at once given.

On one of the sister's arrival at the scene she found the patient lying in a pool of blood with his brains dashed out.

He was at once picked up and conveyed inside, but all efforts to save him were in vain, for he had already expired.

The deceased joined the Customs service in September, 1898, and had been stationed at various ports, one of his last being Tengyueh, at which port he was stationed when he went home on leave last year. He returned to China in April of this year, and was then appointed to Wenchow as second assistant C. He was well thought of in the service and as a mark of appreciation he was decorated with the Civil rank of the fourth class on the 5th April, 1904.

The funeral will take place at the Bubbling Well Cemetery to-morrow afternoon.

THE FIRST QUARTER.

Information of the shocking occurrence was conveyed to H. B. M.'s Consulate at 9 a.m., and after disposing of the morning's police court business, the Coroner (Mr. G. W. King) proceeded to the General Hospital and at 11.30 a.m. opened the inquest. The body was lying in the Hospital Mortuary where a post-mortem examination had just been made by Drs. Billingshurst and Gangroje. The Coroner viewed the body in the presence of Victor Motta, who afterwards gave evidence of identification. He deposed that he was a dresser at the General Hospital and recognized the body just viewed as that of Cecil Scott Napier, a patient in the first-class ward of the hospital. He had been attending the deceased for the past ten days and last saw him alive yesterday at 4.30 o'clock in the afternoon.

The Coroner took no further evidence, but adjourned the inquiry to H. B. M.'s Consulate General on Tuesday next at 2.15 p.m.

A TALE OF THE SEA.

LIGHTHOUSE KEEPERS ON VERGE OF STARVATION.

A story that was brought to Shanghai by the passengers of the steamer *Kinging*, which reached port on Thursday, shows that the life of a keeper of a lighthouse on the China coast is not a bed of roses by any means, says the *Shangai Times* of 17th inst.

At about 4 a.m. on the morning of the 14th, while the *Kinging* was proceeding down the coast, and opposite the island of Shawishan, on which is a light-house, signals of distress were observed from that establishment. The ship was slowed down and when the signals were repeated she turned inward toward the island and attempted to send a boat; such a very heavy sea was running at the time that the *Kinging* had great difficulty in even approaching the island, and it required a great deal of time and maneuvering to get close enough to attempt to communicate. But after a while the boat was finally got off, manned by four Chinese and a foreign officer, and its crew, landed on the island, and here they learned the reason why they had been signaled. The lighthouse-keeper stated that he and those along with him some 8 or 10 in number, were entirely without food and on the verge of starvation.

He said, also, they had not had any communication with the mainland for 54 days.

It was quite clear to the landing party that the island party were suffering from lack of nourishment, and as quickly as the boat

could return to the ship and report the nature

of the trouble a boatload of supplies were sent to the island. The boat was then rehoisted on board and the *Kinging* proceeded on her way to this port.

A reporter for the *Shanghai Times* visited the office of the Coast Inspector and endeavoured to ascertain what information that department could furnish regarding the incident, but while the reporter was very courteously received, the official with whom he talked declined to make a statement for publication.

When asked if he would give the name of the lighthouse-keeper, he said that he thought it

would serve no purpose to do so.

On the evening of the 12th instant Count Konura, Minister of Foreign Affairs, gave a dinner at his official residence in honour of H. E. Tang Shao-ylan and party. There were present upwards of thirty gentlemen, including, in addition to the guests of honour, all the Ministers of State, the Chinese Minister, and other members of the Chinese Legation.

It was arranged that the dinner should be

given in the name of the Chinese Legation.

On the 13th instant Count Konura gave a

dinner in honour of H. E. Tang Shao-ylan and party.

On the 14th instant Count Konura gave a

dinner in honour of H. E. Tang Shao-ylan and party.

On the 15th instant Count Konura gave a

dinner in honour of H. E. Tang Shao-ylan and party.

On the 16th instant Count Konura gave a

dinner in honour of H. E. Tang Shao-ylan and party.

On the 17th instant Count Konura gave a

dinner in honour of H. E. Tang Shao-ylan and party.

On the 18th instant Count Konura gave a

dinner in honour of H. E. Tang Shao-ylan and party.

On the 19th instant Count Konura gave a

dinner in honour of H. E. Tang Shao-ylan and party.

On the 20th instant Count Konura gave a

dinner in honour of H. E. Tang Shao-ylan and party.

On the 21st instant Count Konura gave a

dinner in honour of H. E. Tang Shao-ylan and party.

On the 22nd instant Count Konura gave a

dinner in honour of H. E. Tang Shao-ylan and party.

On the 23rd instant Count Konura gave a

dinner in honour of H. E. Tang Shao-ylan and party.

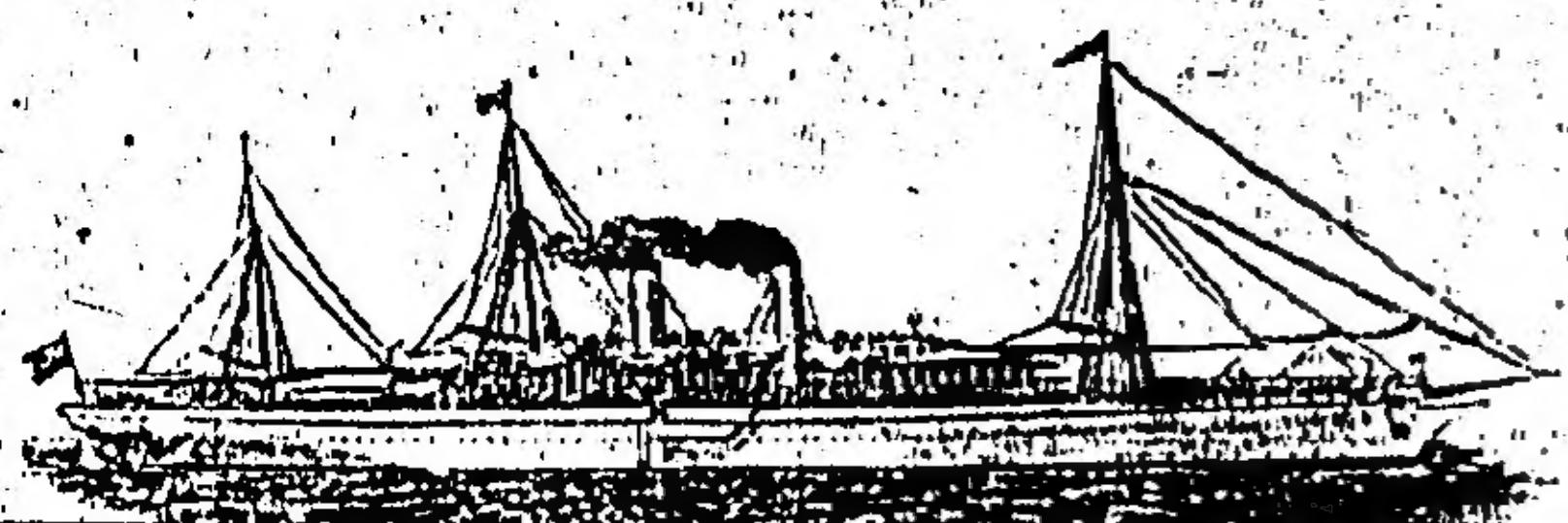
On the 24th instant Count Konura gave a

dinner in honour of H. E. Tang Shao-ylan and party.

On the 25th instant Count Konura gave a

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

13 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER

PROPOSED SAILINGS.

(Subject to Alteration)

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"GLENFARG"	3,647	WEDNESDAY, Oct. 28th	Nov. 25th
"EMPEROR OF JAPAN"	6,000	SATURDAY, Nov. 7th	Nov. 28th
"EMPEROR OF CHINA"	6,000	SATURDAY, Nov. 28th	Dec. 19th
"MONTEAGLE"	6,163	SATURDAY, Dec. 12th	Jan. 5th, 1909
"EMPEROR OF INDIA"	6,000	SATURDAY, Dec. 19th	Jan. 9th
"EMPEROR OF JAPAN"	6,000	SATURDAY, Jan. 16th	Feb. 6th
"EMPEROR OF CHINA"	6,000	SATURDAY, Feb. 13th	March 6th
S.S. "GLENFARG"			
"EMPEROR"			
S.S. "MONTEAGLE"			
S.S. "GLENFARG"			

"GLENFARG" is a Freighters only and does not carry Passengers.

"EMPEROR" steamships will depart from Hongkong at 4 P.M.

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THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy route to Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10.

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40. £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car, while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Service, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. GRADDICK, General Traffic Agent for China, &c.,

15, Corner Fiddler Street and Praya, Opposite Black Pier.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For Steamship On
SHANGHAI via SWATOW FOOSHING FRIDAY, 21st Oct., Noon.
MAUSANG FRIDAY, 23rd Oct., Noon.
CHIYUANG SATURDAY, 24th Oct., Noon.
TIENTSIN V. SWATOW & CHEFOO. CHEONGSHING SATURDAY, 24th Oct., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE FOOKSANG* WEDDAY, 28th Oct., Noon.
YOKAKI & KOBE ONSANG* WEDDAY, 28th Oct., Noon.
MANILA YUNXSANG* FRIDAY, 30th Oct., 4 P.M.
SINGAPORE, PENANG & CALCOUPTA-KUTSANG* SATURDAY, 31st Oct., 1 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers *Kutsang*, *Namsang* and *Koongsang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Veniseo Ports, Chefoe, Tientsin & Newchwang.

Taking cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,

Telephone No. 61, Hongkong, 21st October, 1908.

General Managers.

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CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION:

For STEAMERS TO SAIL—
HOIHOW, PAKHOI & HAIPHONG CHIHLI 23rd Oct., 8 A.M.
SWATOW, TSINGTAU, WEIHAIWEI, KUEICHOW 23rd 2 P.M.
SHANGHAI KIUKIANG 26th 4 P.M.
NEWCHWANG KWEIYANG 26th "
MANILA TAMING 27th "
MANILA, ZAMBOANGA, PORT DAR 21st Nov., "
MANILA, THURSDAY 1st & AUSTRALIA CHANGSHA 21st Nov., "

MANILA and TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

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Telephone No. 36, Hongkong, 22nd October, 1908.

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FAREWELL TO DR. SVEN HRDIN.

Dr. Sven Hedin, the explorer, has had a very touching farewell with his six Ladakhi servants who accompanied him to Simla. They wept copiously when the moment came for saying good-bye. Dr. Sven Hedin presented them with the remaining animals of his caravan; weapons, tents and camp equipment which was of any service, and the Ladakhis returned to their own country comparatively rich men.

COMMERCIAL.

TO-DAY'S EXCHANGE.

SELLING.

London—Bank T.T.	1.9/16
Do, demand	1.9/4
Do, 4 months' sight	1.9/8
France—Bank T.T.	2.2/8
America—Bank T.T.	4.2/3
Germany—Bank T.T.	1.80
India T.T.	1.31
Do, demand	1.33
Shanghai—Bank T.T.	7.51
Singapore—Bank T.T. per H. K. Sico	.76
Japan—Bank T.T.	.86
Java—Bank T.T.	1.67
4 months' sight L/C	1.91
5 months' sight L/C	1.91
10 days' sight San Francisco & New York	4.48
4 months' sight " do	1.91
10 days' sight Sydney & Melbourne	1.91
4 months' sight France	2.26
6 months' sight " do	2.28
4 months' sight Germany	1.84
Bar Silver	23 1/16
Bank of England rate	21 %
Scotgold	\$1.25

SHIPPING AND MAIIS

MAILS DUE.

French (Toulon) 26th inst.
Canadian (Empress of Japan) 28th inst.

The s.s. *Dembigshire* left Singapore on 21st inst., moribund, and is due here on 28th inst., morning.

The T. K. K. ss. *Tenyo Maru*, with the American Mail from San Francisco on 25th ult., will be due to arrive in Hongkong on 23rd inst., at 6 p.m.

The M. C. O.s.s. *Toufane* with the French mail of the 27th ult., and mails from London of the 6th ult., left Saigon on 23rd inst., at noon, and may be expected to arrive here on 26th inst., and will leave for Shanghai and Japan on the same afternoon.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 22nd at 11.50 a.m.—Pressure, which remains in moderate defect of the normal over Central China, has a tendency to give way still further at the Yangtze stations.

A shallow depression appears to be moving Eastwards to the North of the Bonins, while high pressure still covers E. Japan.

Moderate monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.05 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N.E. winds, moderate; fine.

2.—Formosa Channel; same as No. 1.

3.—South coast of China between Hongkong and Lantau, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.

Zieten, Ger. s.s., 4,088, F. Prosch, 21st Oct.—Yokohama 10th Oct., via Shanghai and Foochow 20th, Tea, Mails and Gen.—M. & Co.

Cheong Shing, Br. s.s., 1,256, V. McClymont-Liddell, 21st Oct.—Tientsin via Ports 14th Oct., Gen.—J. M. & Co.

Kueichow, Br. s.s., 1,215, G. Hooker, 21st Oct.—Swatow 21st Oct., Gen.—B. & S.

Kleist, Ger. s.s., 5,123, R. Meyer, 22nd Oct.—Hamburg 10th Sept., and Singapore 17th Oct., Mails and Gen.—M. & Co.

Kuklaag, Br. s.s., 1,228, H. A. Wavell, 22nd Oct.—Amoy 20th Oct., Gen.—B. & S.

Culgan, Am. transp., 2,500, Connolly, 22nd Oct.—Macao 19th October.

Wongkai, Br. s.s., 1,115, W. Reiter, 22nd Oct.—Bangkok 13th Oct., and Kohsichang 15th, Rice and Gen.—B. & S.

Daijin Maru, Jap. s.s., 1,000, I. Sakurai, 22nd Oct.—Tamsui 19th Oct., Gen.—O. S. K.

Mathilde, Ger. s.s., 831, A. P. Uldrup, 22nd Oct.—Pahki and Hoitow 21st Oct., Gen. and Pigs.—J. & Co.

Kaljan, Br. s.s., 1,143, R. L. Lewis, 22nd Oct.—Nanchang 17th Oct., and Chefoo 17th Oct., Beans and Gen.—B. & S.

Indras, Br. s.s., 3,326, Lewis, 22nd Oct.—Nanchang 14th Oct., and Chefoo 17th Oct., Gen.—J. M. & Co.

Clearances at the Harbour Office.

Marts, for Nanchang; Tjipas, for Batavia; Pakhol, for Bangkok; Zieten, for Singapore; Helens, for Swatow; Kuklaag, for Canton; Mawang, for Sandakan; Kleist, for Shanghai.

Departure Oct. 22.

Zieten, for Europe; Befon Maru, for Swatow; Pakhol, for Bangkok; Helens, for Ningpo; Marts, for Nanchang; Helens, for Swatow; Befon, for Macao.

Passengers arrived.

Per *Mathilde*, from Hoitow—Messes. Wadman and Baitens.

Per *Chongkien*, from Tientsin, &c.—Major Brodgen, Captain Crichton, and 150 time-expired Cameron Highlanders.

Per *Zieten* for Hongkong from Yokohama—Miss S. M. Comey, and Mr. P. K. Tong. From Kobe—Messes. Scott, Harston, T. S. Harston, Vogelsang, C. de Mizon, A. Hale, S. T. Archer, Mr. H. M. Lomas, Miss Nora Tegen, Mr. E. A. Thaver, Mr. and Mrs. C. T. Oisio, Misses. Ch. McKay and Low Sing Haum. From Nagasaki—Mr. and Mrs. Olof Hickson, Mr. T. Hayashida, Misses. Hide Hayashida, Teisai Baba, Misses. The Liang Tik, Tong Sow Kan, R. Nose and S. Usui. From Shanghai—Misses. T. M. Cann, H. Totten, C. Radburn, M. Shirai, A. Montague, Davis, Collmann, L. Mendon, Mr. and Mrs. Branch, Maxine Edw. Pastor, Ch. McKay and Low Sing Haum.

From *Philippines*, Mrs. Russell and party, Messrs. L. Scholey, W. Laurence, T. L. Galt, Ball, and Mr. B. Sigmund.

Per *Kleist*, for Hongkong from Hamburg—Miss L. Gorefeld, and Mr. Albert Sold; From Southampton—Miss. L. Underhill, Messrs. A. Josselin, James. Henderson and David Ritchie, From Genoa—Miss. T. L. Chandon, Messrs. T. Ellard, party, C. Kraft, G. Bornhard, Karl Fritz, Karl Richensscher, F. Gomez, Herm Schneidler, H. Ventske, F. Petrie, P. A. Espard, and party, Misses. A. Villette, E. Mendes. From Naples—Mr. L. Syrap.

From Colombo—Mr. H. H. F. Poole, Mr. Poole, Messrs. Pon Shing and party, Lee Foo, Hoo Chook and party, T. Joseph, Chiu Pin, Y. Lee and children. From Penang—Messrs. V. Recken, Moy Sieg and Low Choo Wing.

From Singapore—Mr. L. Lock, Mr. and Mrs. Loo Tong and servant, Messrs. Cheong Sui Yu, Loi Yu Kuan, Chan Sang, Tong L. Sun, S. Yoshida, G. D. Melville, Misses. J. C. Castle, F. H. Wilcox, Miss A. Dai, Messrs. R. M. S. A. J. K. W. Wab, T. K. Heng, L. T. Ugang, L. T. Lim, Goh Teo Chuan, T. H. Roiboe and D. H. Perkins.

Passengers departed.

Per *Zieten*, for Bremen, &c.—Mr. and Mrs. Edward Ambrose, Mr. Geo. Armstrong, Dr. and Mrs. J. L. Bulkey, Capt. Bendixen, Mr. and Mrs. H. L. Christie, Dr. Daumiller, Mr. and Mrs. Davies, Messrs. Davies, Jr., C. Decker, S. A. Doetsch, E. Fprecht, H. Friedlander, Miss Fleck, Mr. and Mrs. W. F. Gaymann, and 2 children, Mr. S. C. Gomes, Rev. Hind and child, Mr. C. Illien and family, Mr. and Mrs. Mercer G. Johnston, Rev. Lever, Mr. C. Lahay, Mr. Lane and children, Messrs. Leidecker, Fr. Mecke, T. R. Maxim, Mody and family, Mr. and Mrs. A. Mehlih, Mr. P. Nestbit, Mr. and Mrs. Odell and child, Mrs. Ios. Pementy, Mr. Wm. Postisch, Messrs. Stalman and family, Ed. Schmidt, Mr. and Mrs. A. B. Veale, Mrs. Woude, and Mrs. A. E. Wells.

Shipping Reports.

St. Cheone Shing, from Tientsin via Ports:—Light monsoon and smooth sea throughout.

St. Kuslikung, from Amoy:—Fine weather throughout the voyage; passed a submerged junk off Pongmi Port.

VESSELS IN PORT.

STEAMERS.

Arrivation, Apur, Br. s.s., 3,031, A. Stewart, 20th Oct.—Calcutta via Panang and Singapore 4th Oct., Gen.—D. S. & Co. Ltd.

Avala, Br. s.s., 2,366, Hume, 10th Oct.—Philadelphia 15th Aug., and Sabang 20th Sept., Kerosine Oil—S. O. Co.

Bourbon, Fr. s.s., 997, Le Ball, 12th Oct.—Saigon 7th Oct., Gen.—Man Fat.

Foolong, Br. s.s., 4,423, E. Woolley, 21st Oct.—Candid 21st Oct., Gen.—J. M. & Co.

Forest Dale, Br. s.s., 2,280, Noall, 16th Oct.—Tourahay 28th Oct.—Sugar—B. & S.

Glenfar, Br. s.s., 2,350, H. W. L. Holman, 21st Oct.—Shanghai 18th Oct., Gen.—C. P. R. Co.

Gregory Apur, Br. s.s., 2,001, S. H. Beeson, 16th Oct.—Yokohama and Moji 14th Oct.

Gen.—D. S. & Co. Ltd.

Haitai, Fr. s.s., 475, O. Hdey, 10th Oct.—Hoitow 18th Oct., Gen.—A. R. M. & Co.

Forest Dale, Br. s.s., 2,280, Noall, 16th Oct.—Tourahay 28th Oct.—Sugar—B. & S.

Glengar, Br. s.s., 2,350, H. W. L. Holman, 21st Oct.—Shanghai 18th Oct., Gen.—C. P. R. Co.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.05 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N.E. winds, moderate; fine.

2.—Formosa Channel; same as No. 1.

3.—South coast of China between Hongkong and Lantau, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Steamers Expected.

Vessel	From	Agent	Date
Tenyo Maru	Japan	N. Y. K.	Oct. 23
Yatoku Maru	Moji	N. Y. K.	Oct. 25
Aki Maru	Moji	M. M.	Oct. 26
Tourane	Singapore	M. & Co.	Oct. 26
Fookong	Moji	N. Y. K.	Oct. 26
Yatoku Maru	Moji	N. Y. K.	Oct. 27
Kumao Maru	Japan	C. P. R. Co.	Oct. 27
Emp. of Japan	Bombay	N. Y. K.	Oct. 30

JADE RET'N'S.

HONGKONG AND WAMPONG DOCKS.

Haitai	at Kowloon Dock
H.M.S. Whiting	"
U.S.S. Albatross	"
Kiang Tsiang	"
Seiru Bianca	"
Kiang Chi	"
Likie	"
Glenogle	"
Suisang	"
Kwong Fu	"
Tak Hing	Cosmopolitan

A 500 P.M. PASSED THE CANAL.

22nd September—Schuykill, Amiral-Olry, Perier, 23rd September—Peteh, Pak Ling, Tudor Frere, Somali, Syria, Yarra, Hudson, 24th September—Klatis, Bawtry, Saxon, Hattyang, and October—Andie, Richensscher, Cyclop, Dirflinger, Shkona, Polar, Samual Maru, Kintuck, Tournes, Wakata Maru, 25th October—Lancashire, Afex, Australia, Myrmidon, Palermo, Sikha, 26th October—Sobernik, 27th October—Lancashire, 28th October—Leicester, 29th October—Portuguese, 30th October—Portuguese, 31st October—Portuguese, 1st November—Portuguese, 2nd November—Portuguese, 3rd November—Portuguese, 4th November—Portuguese, 5th November—Portuguese, 6th November—Portuguese, 7th November—Portuguese, 8th November—Portuguese, 9th November—Portuguese, 10th November—Portuguese, 11th November—Portuguese, 12th November—Portuguese, 13th November—Portuguese, 14th November—Portuguese, 15th November—Portuguese, 16th November—Portuguese, 17th November—Portuguese, 18th November—Portuguese, 19th November—Portuguese, 20th November—Portuguese, 21st November—Portuguese, 22nd November—Portuguese, 23rd November—Portuguese, 24th November—Portuguese, 25th November—Portuguese, 26th November—Portuguese, 27th November—Portuguese, 28th November—Portuguese, 29th November—Portuguese, 30th November—Portuguese, 31st November—Portuguese, 1st December—Portuguese, 2nd December—Portuguese, 3rd December—Portuguese, 4th December—Portuguese, 5th December—Portuguese, 6th December—Portuguese, 7th December—Portuguese, 8th December—Portuguese, 9th December—Portuguese, 10th December—Portuguese, 11th December—Portuguese, 12th December—Portuguese, 13th December—Portuguese, 14th December—Portuguese, 15th December—Portuguese, 16th December—Portuguese, 17th December—Portuguese, 18th December—Portuguese, 19th December—Portuguese, 20th December—Portuguese, 21st December—Portuguese, 22

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$140,000 \$250,000}	\$2,005,774	[Interim of £2 for first half year @ ex- 1/9—\$21,942]	51%	\$800 London £80
National Bank of China, Limited	99,925	£7	£6	{ £4,000 \$150,000}	\$10,223	\$2 (London 3/0) for 1903	...	350
Marine Insurance								
Canton Insurance Office, Limited	10,000	\$150	\$50	{ \$1,500,000 \$150,000 \$40,050 \$15,000}	none	\$20 for 1906	10%	\$200
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 100,000 Tls. 48,942}	Tls. 204,424	Interim of 7/6 ex 2/5 for 1907	6%	Tls. 82 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$3,000,000 \$302,478 \$129,005 \$32,049 \$1,000,000 \$100,032 \$85,157}	\$2,506,012	[Final of \$15, making \$45 for 1906 and [Interim of \$20 for 1907]	51%	\$785
Yangtze Insurance Association, Limited	12,000	\$100	\$60		\$591,763	\$12 and bonus \$3 for 1906	9%	\$167½ sales
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,500,000 \$13,802}	\$172,432	\$6 and bonus \$2 for 1906	8½%	\$56
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	{ \$1,233,941}	\$428,027	\$27 for 1906	8%	\$335
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ \$564,638 \$99,057}	\$1,035	\$1 for 1906	...	\$15
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ \$260,000 \$87,500}	Nil	12½ per year, ending 30.6.1908	7½%	\$245
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	£15	£15	{ \$81,766 \$17,755}	\$1½ for first half-year ending 30.6.08	7½%	\$285 buyers	
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £10,000 \$24,000}	£13,755	[6/- for 1907 on Preference shares only @ ex- 1/9 11/10—\$3,154]	51%	\$35
Do. (Deferred)	60,000	£5	£5				52%	\$20
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 75,000 \$72,000}	Tls. 14,510	Interim of Tls. 1½ for account 1908	7½%	Tls. 46 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £100,000 \$65,000 \$47,221}	£65,827	[Final of 5/- making 3/- for 1907 and 10- term of 1/- (No. 10) for a/c 1908 [\$1.00] for year end 10.4.1908 [\$0.50] for year end 10.4.1908]	6%	Tls. 51 buyers 45%
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$10,000 \$10,000}	508		4½%	\$25
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 6,869 \$17,142 \$22,538}	Tls. 5 (18%) for 1907	11½%	Tls. 45 sellers	
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ \$140,000 \$56,848}	Dr. \$279,371	\$8 for year, ending 31.12.07	...	\$120
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$15,100,000}	Dr. \$135,131	1½ in '8-17	...	\$22
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 10,000 \$15,100,000}	Tls. 1 (18%) for 1907 ending 31.8.06	10½%	Tls. 90 buyers	
MINING.								
Chinese Engineering and Mining Company, Ltd.	300,000	£1	£1	{ £150,000 \$12,893}	£11,356	Interim of 1.6 (No. 10) for account 1908	7½%	Tls. 16½ sellers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	{ £18,100 \$14,873}	Dr. £2,191	No. 17 of 1/—8 cents	...	\$7
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$15	\$15	{ \$53,601}	\$3,726	£1.75 for year ending 31.12.06	...	\$13
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	£10	£10	{ £10,000 \$16,806 \$40,000 \$76,193}	Tls. 556	Final of £1½ making Tls. 5 for 1907	7%	\$50
Hongkong and Whampoa Dock Company, Ltd.	50,000	£50	£50	{ \$10,000,000 \$18,847}	Tls. 1 (18%) for 1907	8½%	\$91 buyers	
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 33,742 \$1,000,000}	Tls. 607,157	[Final of Tls. 2½ making £1 all. Tls. 5 for 1/— year ending 30.4.08]	6%	Tls. 82 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 12,626 \$15,000}	Tls. 75,000	Interim of Tls. 4 for account 1908	5½%	Tls. 35 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 \$25,000 \$25,000}	Tls. 6,531	Tls. 6 for 1907	6%	Tls. 98
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$25,000 \$25,000}	Dr. £12,200	£24 for year ending 30.6.07	...	\$10 buyers
Central Stores, Limited	50,000	\$15	\$15	{ \$25,000 \$25,000}	£14,176	£1.80 for 1906	...	\$10 buyers
Hongkong Hotel Company, Limited	10,000	£50	£50	{ \$25,000 \$25,000}	£14,639	Interim of 3/- for account 1908	8%	\$77 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$250,000 \$217,426 \$50,000}	£36,915	Interim of \$3½ for account 1908	7½%	\$94
Humphreys Estate & Finance Company, Limited	50,000	\$10	\$10	{ \$250,000 \$217,426 \$50,000}	£4,621	70 cents for 1907	7½%	\$95 buyers
Kowloon Land and Building Company, Limited	1,000	\$50	\$50	{ \$10,000 \$10,000}	1051	\$1½ for 1907	6½%	\$27
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,523,045 \$170,000}	Tls. 107,547	Interim of Tls. 3 for account 1908	7½%	Tls. 115 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ \$1,541}	Interim of \$2 for account 1908	9%	\$40	
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 \$15,000}	Tls. 5,807	Tls. 2½ for year ended 31.10.1907	4%	Tls. 65 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$10	{ \$20,000 \$20,000}	£9,553	50 cents for year, ending 31.7.8	4½%	\$10
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 \$20,000}	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8%)	...	Tls. 63 sellers
Laon-kang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none \$10,000}	Tls. 6,308	1½ for 1906	...	Tls. 75 buyers
Soy Choo Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 20,000 \$10,000}	Tls. 10,062	Tls. 50 for 1906	...	Tls. 235 buyers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	£1/6	£1/6	{ £1,500 \$25,000}	£7,48	10½ per share for 1907—\$1.037	13½%	\$76 sales
China-Borneo Company, Limited	10,000	£12	£12	{ \$25,000 \$25,000}	Nil	£1.20 for 1907	12%	\$10
China Light and Power Company, Limited	50,000	£10	£10	{ \$25,000 \$25,000}	£1,028	60 cents for year ended 28.2.06	...	\$6
Do. Do. special shares	50,000	£10	£10	{ \$25,000 \$25,000}	£1,521	80 cents for 1907	8½%	\$94 buyers
China Provident Loan & Mortgage Company, Ltd.	15,000	£10	£10	{ \$25,000 \$25,000}	£2,974	£1.30 for year ending 31.7.07	5½%	\$77 buyers
Dairy Farm Company, Limited	25,000	£7½	£7½	{ \$25,000 \$25,000}	£5,028	Interim of 40 cents for account 1908	10½%	\$100 sales
Green Island Cement Company, Limited	400,000	£10	£10	{ \$25,000 \$25,000}	£5,028	75 cents for 9 months ending 31.12.07	8½%	\$12 buyers
Hall & Holt, Limited	12,000	£20	£20	{ \$25,000 \$25,000}	£18,957	£2 for year ending 28.2.08	10½%	\$20 buyers
Hongkong Electric Company, Limited	60,000	£10	£10	{ \$25,000 \$25,000}	£31,321	£1 and bonus 20 cents for year ending 29.2.08	6½%	\$18 buyers
Hongkong Ice Company, Limited	5,000	£25	£25	{ \$25,000 \$25,000}	£4,578	Interim of 4½ for account 1909	8½%	\$25 sales
Hongkong Rope Manufacturing Company, Ltd.	63,000	£10	£10	{ \$25,000 \$25,000}	£5,192	£60 cents on fully paid shares and 6 cents on £1 paid shares for year ending 30.4.08	5½%	Tls. 635 sales
Maatschappij tot Mijns- Bosch- en Landbouwexplotaties in Langkawi, Limited	25,000	£10	£10	{ £147,500 \$27,003}	£7,471	None	4½%	\$14
Peak Tramways Company, Limited	50,000	£10	£10	{ \$5,000 \$5,000}	£11,321	£1 and bonus 20 cents for year ending 29.2.08	6½%	\$22
Peak Tramways Company (new)	75,000	£10	£10	{ \$5,000 \$5,000}	£12,326	£1 and bonus 20 cents for year ending 29.2.08	6	